

PRESS INFORMATION

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Introduction

The original Suzuki GSX1100S KATANA caused a sensation when it launched in 1981. It won the hearts of riders around the world and forever changed street motorcycle trends. The impact was so great, the KATANA continues to influence motorcycle designs even today.

Having poured its heart and soul into forging the original KATANA, Suzuki never lost its passion for the model. The legend of the KATANA lived on within the company as successive generations of designers and engineers anticipated the day they might get to work on new version.

Fast forward to the fall of 2017 when the KATANA 3.0 CONCEPT model was introduced at EICMA in Milan. Designed by famed motorcycle designer Rodolfo Frascoli and built by Engines Engineering, this new vision of a thoroughly modern KATANA sparked a fire in the hearts of all.

Listening keenly to the feedback from EICMA and excited about the potential demonstrated by the KATANA 3.0 CONCEPT, Suzuki felt this was the right time to introduce a thoroughly modern version of the legendary KATANA. Development began soon after, with a team of designers and engineers burning the midnight oil in Hamamatsu until satisfied they had brought together all the elements necessary to create a new legend with the 2020 KATANA.

Each of the styling features and performance components that distinguish the KATANA underwent many iterations to achieve the desired level of refinement and functional beauty. Overall, the development process came to closely resemble the arduous process of creating the Japanese sword from which the model's name is derived.

The KATANA product concept is;

"Forging a New Street Legend"

The KATANA was developed to be a sporty-looking standard street motorcycle that takes lean, mean retro flair and evolves it to offer thoroughly modern styling and performance. Built to deliver the exciting ride one would desire in a current 1000cm³ class motorcycle, the KATANA is also designed to provide easy control over that power and a comfortable riding position.

In paying due tribute to Suzuki's legendary KATANA while updating both the looks and level of performance to a leading standard for today's street scene, the KATANA reflects Suzuki's ongoing commitment to fine craftsmanship and its willingness to sweat every detail to get them right.





Major features of the KATANA

Design features:

- Sleek, sporty profile with sharp, sweeping lines
- Gives the distinctive design of the legendary KATANA a totally modern look
- Sharp front end and clean, taut-looking rear end
- Distinctive new LED headlight and LED front position lights design
- Unique satellite rear fender extending from the swingarm
- Red logo decal inherited from the legendary 1980s KATANA
- Two-tone seat designed for comfort and good looks
- Custom black upswept muffler

Performance features:

- High-performance 999cm³ liquid-cooled inline-four engine Inherited from the GSX-R1000 and custom-tuned for the street
- Precision fuel injection system
- Advanced engine control management Suzuki Dual Throttle Valve (SDTV) system Suzuki Exhaust Tuning (SET) system Custom 4-2-1 exhaust system
- Lightweight, compact and highly rigid aluminum frame
- Lightweight, ruggedly braced aluminum swingarm
- Fully adjustable Ø43mm KYB inverted front forks
- Radial mount 4-piston Brembo front brake calipers

Controllability features:

- 3-mode traction control system
- Low RPM Assist
- Suzuki Easy Start System
- Back-torque limiting clutch
- Tubeless Dunlop tires with custom-designed pattern
- Antilock Braking System (ABS)
- Comfortable upright riding position
- Informative full-LCD instrumentation



KATAN

PRODUCT CONCEPT

KATANA



Styling design concept:

"A cut above"

The epitome of fine craftsmanship and pure functional beauty.

Design inspiration for the original 1981 Suzuki KATANA came from the famed Japanese sword of the same name. It is a fitting motif for two reasons. Firstly, it reflects well the sharp lines and outstanding performance of the legendary KATANA's functional beauty. As importantly, it reflects well Suzuki's philosophy of uncompromising craftsmanship and attention to detail.

Japanese swordsmiths devote countless hours to repeatedly forging, hammering, folding and welding raw steel to achieve the proper level of purity and develop the right balance in the material before giving shape to the blade. So too, Suzuki devotes whatever time is necessary to produce and test prototypes as it develops the materials, components and final design of its motorcycles. The results shine through clearly, even when it comes to details never actually seen by the user.

The KATANA faithfully inherits the same design motif as well as the spirit for which it stands.

- Sleek, sporty profile with refined lines that convey a sense of speed
- > Modern appearance that also offers retro appeal* (*Originating with design cues inherited from the legendary Suzuki KATANA)
- > Sharp front end with LED headlight and LED front position lights
- Clean, taut-looking rear end
- > Unique and sharp rear fender and license plate holder extending from the swingarm
- Attractive two-tone seat designed for comfort
- Black upswept muffler

Katana (Japanese sword) The design motif for the Suzuki KATANA

Kiwami "The height of excellence" Represents Suzuki's uncompromising commitment to design excellence



Hagane "Forged perfection" Represents a commitment to delivering optimum performance and riding fun

Kiru "The decisive cut" Represents the sharp, cutting-edge style of the Suzuki KATANA

KATANA



KATANA



Sharp face with LED headlight and LED front position lights

> A new design featuring a vertically stacked LED headlight with a unique rectangular shape and LED front position lights accentuates the sharp look of the KATANA's face.

KATANA

Clean, taut-looking tail section



The rear section benefits from the following design features:

Satellite rear fender extending from the swingarm

The KATANA introduces a small rear fender supported by the swingarm that hugs the rear tire. Moving it, along with the rear turn signals and license plate holder, to this position eliminates parts extending from under the seat to give the tail section cleaner lines and a tougher, lighter new look.

Short, upswept black muffler

The upswept muffler's short, compact design combines with its black coloring to further enhance the clean, mean look of the rear section.

KATANA

Rear combination lights



The new LED rear combination lights feature sharp lines and a unique lighting pattern that heighten the advanced look of the KATANA's styling.

Seat



The black and gray two-tone seat features a stepped design that maintains the sleek profile of the KATANA while ensuring a comfortable riding position and positive footing for the rider. Passenger comfort is also a priority, with the seat strap design ensuring a good grip.

Introduction

The 110kW (150PS) inline-four engine that powers the KATANA is directly inherited from the one that has long earned popularity and a solid reputation on the GSX-R1000. However, a few minor modifications were implemented to realize even smoother throttle response and a wider torque band, as well as to optimize the induction roar and exhaust note.

Engine design - outline

Power is supplied by a four-stroke, liquid-cooled, DOHC, 999cm³ inline-four engine. It is a street-tuned version of the legendary 2005-2008 GSX-R1000 engine designed to provide smooth throttle response and immediate, controlled acceleration. The result is exciting and thoroughly satisfying performance with characteristics that make it easy to control.



The reasons Suzuki chose to use the GSX-R1000 engine (from 2005-2008) are as follows:

- Its long stroke design delivers broad low-to-mid range power and torque that is well suited for street riding.
- Its crankshaft/gearbox layout allows the use of a frame design that runs straight from the steering head to swing-arm pivot. This results in realizing a lighter weight main frame design.
- The 2005-2008 generation GSX-R1000 won a number of racing championships around the world. The engine has great reputation in the market, it is reliable, and it delivers plenty of power.



The engine features a long-stroke design with a 73.4mm bore and 59.0mm stroke. The long-stroke design allows the combustion chamber to be compact. This makes it possible to regulate the compression ratio while maintaining a flat-top piston shape. The result is a broad power range delivered smoothly across the entire rev range.

Displacement	999cm ³
Bore x Stroke	73.4mm x 59.0mm
Compression ratio	12.2 : 1
Max power	110kW/10,000rpm
Max torque	108N-m/9,500rpm



Pistons and piston rings



- The pistons were engineered using FEM (Finite Element Method) analysis to achieve optimal rigidity and weight.
- The piston and rings weigh 3% less than those of the 2007 GSX-R1000 engine, but they do not compromise durability in any way.

Cylinder head

 Cylinder head
 irdium spark plug

- The cam profiles are designed to optimize valve timing for power characteristics best suited to riding on public streets and winding roads.
- Iridium spark plugs heighten the spark strength and combustion efficiency over conventional plugs, thereby contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.

Fuel injection



- The fuel injection system employs Suzuki's original SDTV (Suzuki Dual Throttle Valve) Ø44mm throttle body, (which is the same size as on the current GSX-R1000 engine.) The secondary throttle valves are controlled by a servo motor for smooth power delivery and optimum combustion efficiency.
- The system uses long-nosed 10-hole fuel injectors on each throttle body. This improves fuel atomization for better combustion efficiency, while it also reduces fuel consumption.
- It is equipped with an O₂ feedback system that delivers optimum combustion efficiency in a wide range of riding conditions, and that also reduces emissions to meet Euro 4 requirements.

Low RPM Assist



The Low RPM Assist system monitors and automatically adjusts engine rpm to help prevent stalling when starting off or riding slowly. This makes it easier to pull away from a standstill or maneuver through heavy traffic or crowded parking lots.

Exhaust system



- The exhaust system looks clean, delivers an exciting exhaust note, and contributes to powerful performance.
- This 4-into-2-into-1 system includes equalizer pipes between the 1-4 and 2-3 header pipes. It is a design that fine-tunes the exhaust pressure waves, thereby contributing to stronger low-to-mid range output.
- The system has an exhaust chamber after the joint section, which is carefully shaped to fit under the engine. The exhaust chamber helps minimize the muffler size, giving the rear section a cleaner, more agile look.
- The exhaust system contains a catalyzer for clean emission that complies with EURO 4 emission regulations. (Euro 4 emission regulations)
- The Suzuki Exhaust Tuning (SET) system employs a butterfly valve actuated by a servomotor. The amount of valve opening is determined by engine rpm, throttle position and gear position. The SET system controls exhaust pressure waves in order to improve engine combustion at low rpm.

KATANA

New throttle control

The geometry for the throttle cables was changed for the KATANA. The geometry of the new throttle control cause the motorcycle to accelerate less abruptly when the throttle is first opened. Power still builds quickly as the throttle is twisted further open, but this less abrupt behavior makes the KATANA more controllable off the line.

Cooling system

Radiator



The high-efficiency radiator with concave face delivers strong cooling performance. Its shroud efficiently guides air to the radiator core.

Oil cooler



- The engine uses a liquid-cooled oil cooler as opposed to the air-cooled type on the GSX-R1000.
- The benefit is lighter weight and a more compact size for a cleaner look. The compact design also leaves more room for the exhaust pipes.

CHASSIS DESIGN

KATANA

Introduction

The compact, lightweight chassis is engineered to provide agility, ease of control and a fun-to-ride character riders will enjoy. It is also aimed to perform best in real world riding conditions on public roads, in city traffic, on the highway, or on rural and winding roads.





- The seat height of 825mm provides comfort and allows riders to plant their feet on the ground when stopped.
- The slim design where the seat meets the fuel tank also helps make it easy for the rider's feet to reach the ground.

CHASSIS DESIGN



- The twin-spar aluminum alloy frame is aimed to provide nimble handling and great road holding performance.
- The frame's main tubes are designed to run straight from the steering head to the swingarm pivot. This is ideal for achieving both high rigidity and low weight.
- Designed using the latest FEM analysis technology, the frame weighs about the same as the one on the current GSX-R1000.



- The aluminum alloy swingarm comes from the 2016 GSX-R1000.
- The highly rigid, ruggedly braced swingarm provides great road holding performance and superbike looks.

Dimensions and Ergonomics

- The upright riding position is designed for comfort, ease of control, reduced fatigue, and maximum visibility.
- \succ The 825mm seat height is relatively low for the 1000cm³ class.
- The slim design of the seat fuel tank interface makes it easy for riders to plant their feet firmly on the ground.
- The upright riding position is designed to provide optimum control over the bike and maximum comfort, even on longer rides.

Dimension	KATANA
Wheelbase	1,460mm (57.5in)
Rake/Trail	25°/100mm (3.9in)
Seat height	825mm (32.5in)





CHASSIS DESIGN

Fully adjustable, inverted front forks



- The Ø43mm KYB inverted front forks provide 120mm of stroke for a sporty yet plush ride.
- > The forks feature fully adjustable damping, rebound, compression and spring pre-load.

Rear suspension



The 63mm stroke of the link-type rear suspension is tuned for a superb progressive feel and to react efficiently to road surface conditions, delivering an agile and stable feel.

> The rear suspension offers adjustable rebound damping and spring pre-load.

Brembo radial mount brake calipers and ABS

Brembo mono-block calipers

ABS control unit



- Brembo radial mount monoblock front brake calipers are mated with Ø310mm floating-mount dual discs to provide powerful braking performance.
- \succ Each caliper has four opposing Ø32mm pistons.
- > The front brake calipers are same type used on the current GSX-R1000.
- Antilock Brake System (ABS)* monitors wheel speed 50 times per wheel rotation, and matches stopping power to available traction.
- The ABS control unit, produced by BOSCH, is compact and light, weighing in at just 640g.

* ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

CHASSIS DESIGN

KATANA

Wheels and tires

sportmax Roadsport 2



- The 6-spoke cast aluminum wheels manufactured by TPR are light and rigid to provide nimble, sure handling.
- New DUNLOP tubeless radial tires with an inner structure designed exclusively for the Suzuki KATANA provide firm grip and controllable tracking.

	Size	Brand
Front tire	120/70ZR17	Roadsport 2
Rear tire	190/50ZR17	Roadsport 2

Handlebar



The flat-black aluminum handlebar is tapered to increase rigidity while reducing weight and vibration.

3-mode traction control system



Suzuki's advanced traction control system lets the rider control the throttle in a wide variety of road conditions. This makes riding more enjoyable, less stressful, and less tiring.

Note: The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and / or applies the brakes. Neither can it prevent the front wheel from losing grip.

- The system continuously monitors front and rear wheel speeds, throttle position sensor, crank position sensor and gear position sensor. It quickly reduces engine output when wheel spin is detected by effectively adjusting ignition timing and air delivery. This helps ensure smoother traction control operation so it feels smooth and natural to the rider.
- Suzuki's Traction control system confirms conditions every 4 milliseconds, and governs ignition, which allows for extremely quick response to any changes.

KATANA

Traction control switch

Traction control mode display



- The rider can freely select any of the system's three modes, or turn the system off completely. The modes differ in terms of sensitivity.
 - Mode 1 is the lowest sensitivity level, so allows a certain level of rear wheel spin. It is suitable for sportier riding on road surfaces with good grip.
 - Mode 2 is the second lowest sensitivity level. Activating slightly earlier than Mode 1, it is suitable for most riders and typical road conditions.
 - Mode 3 is the highest sensitivity level. Activating earlier than the other two modes, it is suitable riding in poor conditions.

Mode	Sensitivity level	Suitable conditions
OFF	-	-
1	Low	Sport riding, good road conditions
2	Middle	City riding, regular road conditions
3	High	Wet or cold conditions

Suzuki Easy Start System

32-bit ECM







- Suzuki Easy Start System enables the rider to start the engine with just one push of the starter switch. The 32-bit ECM recognizes the signals and keeps the starter motor operating for a specified amount of time.
- Another benefit of the system is that the rider doesn't have to pull in the clutch lever when starting the engine, (provided the bike is set in neutral gear.)

Highly functional and attractive lighting

LED headlight

The highly distinctive light beam of the vertically stacked LED headlight provides clear illumination and helps make the KATANA clearly visible to pedestrians and other traffic at night.

LED front position lights and turn signals

The clear white position lights and amber turn signals provide maximum visibility, durability and overall efficiency.

LED tail light and brake light

The distinctive design of these lights creates a sharp look, while the red LED lighting scheme maximizes visibility, durability and overall efficiency.

LED rear turn signals

Mounted on the unique satellite rear fender that extends from the swingarm, these bright LED lights are highly visible and durable.



Multi-function instrument cluster



*All lights and indicators are illuminated in the photo for illustrative purposes.

- The full LCD brightness-adjustable instrument cluster packs a wide range of useful information into a relatively compact form factor. It is also designed to make the readouts from its multiple functions easy to recognize. The look is one of high quality that helps instill pride of ownership.
- LCD readouts include:

-	Speedometer	-	Driving range
-	Tachometer	-	Average fuel consumption
-	Odometer	-	Instant fuel consumption
-	Dual trip meter	-	Traction control mode
-	Lap time	-	Fuel gauge
-	Gear position	-	Clock
-	Water temperature	-	Battery voltage
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- The panel features a custom display with graphics exclusive to the KATANA and white lettering on a black background.
- LED indicators flanking the display include those for the turn signals, high beam, neutral, malfunction, ABS, traction control system, coolant temperature and oil pressure. They are designed for easy recognition.
- The bar-type tachometer features a "peak-hold" function, which shows peak rpm when rpm drops. So rider can recognize the peak rpm of the last moment when downshifting.

GENUINE ACCESSORIES

KATANA

Personalize your ride

A lineup of custom accessories allows each rider to customize their KATANA to best express their personal tastes.

Meter visor (smoke)



Carbon clutch cover / Carbon crankshaft case cover

Colored seat



Colored Brembo calipers (red) / Axle sliders





Grip heater / Pure carbon accessories / Fuel cap protection sticker Side protection sticker / Tank pad / Body decals / Rim decal

Note: SUZUKI MOTOR CORPORATION reserves the right to add any improvement to change the design or to discontinue any Suzuki Genuine Accessories at any time without notice. Some Suzuki Genuine Accessories might not be compatible with local standards or statutory requirements. Please check with your local AUTHORIZED SUZUKI DEALER for details at the time of ordering.

COLOR

KATANA



Metallic Mystic Silver (YMD)

SPECIFICATIONS

KATANA

Specifications

Overall Length		2,125 mm (83.7 in)
Overall width		830 mm (32.7 in)
Overall height		1,110 mm (43.7 in)
Wheelbase		1,460 mm (57.5 in)
Ground clearance	ce	140 mm (5.5 in)
Seat height		825 mm (32.5 in)
Curb mass		215kg (474.0 lbs)
Engine type		Four-stroke, liquid-cooled, DOHC, in-line four
Bore x stroke		73.4 mm x 59.0 mm (2.9 in x 2.3 in)
Engine displace	ment	999 cm³ (61.0 cu. in)
Compression rat	tio	12.2 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication syst	em	Wet-sump
Transmission		6-speed constant mesh
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail		25° / 100mm (3.9 in)
Brakes	Front	Disc brake, twin
	Rear	Disc brake
Tires	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/50ZR17M/C (73W), tubeless
Ignition system		Electronic ignition (transistorized)
Fuel tank capac	ity	12.0 L (3.2 / 2.6 US / Imp gal)